

PRICE, \$2 PER MONTH.

## Shipping

**Steamers.**

**DOUGLAS STEAMSHIP COMPANY,  
LIMITED.**

**FOR SWATOW, AMOY AND TAMSUL**

**The Co.'s Steamship**  
*Folien,*  
**Captain Lewis,** will be  
despatched for the above  
Ports on **SUNDAY**, the 27th Instant, at  
Daylight.

**For Freight or Passage, apply to**  
**DOUGLAS LAURIE & Co.,**  
*General Managers.*  
Hongkong, January 24, 1889. 139

**OKAN STEAMSHIP COMPANY.**

**FOR SHANGHAI VIA AMOY.**

*(Taking Cargo & Passengers at through rates for*  
**YINGPO, CHEFOO, NEW-**  
**CHWANG, TIENTSIN, HANKOW**  
*and*  
**Ports on the YANGTSE.)**

**The Co.'s Steamship**  
*Nassau,*  
will be

...despatched as above on  
**MONDAY, the 28th Instant.**  
 For Freight or Passage, apply to  
**BUTTERFIELD & SWIRE,**  
*Agents.*  
 Hongkong, January 21, 1889. 126  
**NETHERLANDS INDIA STEAM**  
**NAVIGATION COMPANY, LIMITED.**  
**FOR SAIGON, SINGAPORE, BATAVIA,**  
**SAMARANG AND SOERABAYA.**  
 The Co's Steamship  
*Almora,*  
 Capatin **HAT,** will be  
 despatched as above on  
**TUESDAY, the 29th Instant, at Noon.**  
 For Freight or Passage, apply to  
**JARDINE, MATHESON & Co.,**

Hongkong, January 21, 1889. 127

**GLEN LINE OF STEAM PACKETS.**

FOR LONDON VIA SUEZ CANAL.


The Steamship  
*Gleencarr,*  
Captain BRASS, will be  
dispatched as above on  
or about the 29th Instant.

For Freight or Passage, apply to  
**JARDINE, MATHESON & Co.,**  
Agents.

Hongkong, January 17, 1889. 99


**THE CHINA SHIPPERS' MUTUAL  
STEAM NAVIGATION COM-  
PANY, LIMITED.**

FOR LONDON VIA SUEZ CANAL.

 **Chingwo,**  
R. H. MACFARLANE, Com-  
mander, will be des-  
patched as above on or about the 30th Inst.  
For Freight, &c., apply to  
**ARNHOLD, KARBERG & Co.,**  
*Agents.*  
Hongkong, January 15, 1889. 79

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**FOR NEW YORK.**

 The Steamship  
*Duke of Westminster,*  
Capt. RETNOLDS, will be  
despatched for the above  
Port on or about the 31st Instant.  
For Freight or Passage, apply to  
**ADAMSON, BELL & Co.,**  
*Agents.*  
Hongkong, January 15, 1889. 77

SHIRE LINE OF STEAMERS.

FOR HAYRE, HAMBURG AND  
LONDON.

The Steamship  
Dorchester, Merionethshire,  
Commander,  
will be despatched for  
the above Ports on or about the 31st  
Instant.

For Freight or Passage, apply to  
ADAMSON, BELL & Co.,  
Agents,  
Hongkong, January 23, 1889. 137

STEAM TO YOKOHAMA, VIA NAGA-  
SAKI AND KORE.

(Passing through the INLAND SEA.)

The P. & O. S. N. Co.'s

 will leave for the above  
places on **FRIDAY**, 1st February, at  
Noon.

**E. L. WOODIN,**  
*Superintendent.*

**P. & O. S. N. Co.'s Office,**  
Hongkong, January 23, 1880. 133

**CHINA NAVIGATION COMPANY,  
LIMITED.**

**FOR PORT DARWIN, QUEENSLAND,  
PORTS, SYDNEY & MELBOURNE.**

 The Co.'s Steamship  
*Tanah*,  
Allan Cochrane, will  
be dispatched to the above  
places on **FRIDAY**, the 5th Proximo, at 4 p.m.  
The attention of Passengers is directed  
to the Superior Accommodation offered on

are situated forward of the Engine.  
Second-class Passengers are berthed in the  
Middle Cabin, and are accommodated in the  
same manner as the First-class Passengers.  
The supply of Fresh Provisions being for the  
entire voyage. A daily qualified Surgeon is  
carried.

For Freight or Passage, apply to  
**RUTHERFELD & SWIRE,**  
Agents.  
Hongkong, January 23, 1888.

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**Sailing Vessels.**

**FOR SAN FRANCISCO.**  
The A. A. British Bark  
Kitty  
LATELY Master, will leave  
for the above Port, and will  
have quick despatch.

131. **RUSSELL & Co.**  
Hongkong, January 14, 1892. 71



**The Manila man who ran amok on Monday night and wounded a Chinaman rather**

seriously in the hands, and several constables slightly, was to-day sentenced to six months' imprisonment.

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THE Agents of the Canadian Pacific Steamship Co. inform us that the steamer *Parthia* left Vancouver for Japan and China, on the 22nd inst., afternoon. The silk ex. *Parthia* was delivered in New York on the 21st inst.

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MESSES Butterfield & Swire inform us that the O. S. S. Co.'s steamer *Dardanus* from

H.M. troopship *Tuzar* arrived to-day with military and naval reliefs. Amongst the passengers are Lieut. E. G. Gound, R.E., and Surgeon G. Eoil, of the Army Medical Staff, and Capt. G. Paterson and Lieuts. T. A. Scott and W. Thorburn, 1st Argyll and Sutherland

highlanders. The *Tamar* is posted to leave again on the 3rd Feb. She takes home the paid-off crews of the *Linnet* and the *Rambler*.

that the defendants had arranged to rob a safe belonging to the Tramway Company, which was in the room in question, and for this purpose they secreted themselves in the room, securing the doors so that they might not be disturbed. Some suspicious sounds proceeding from the room, caused by the defendants operating on the combination lock of the safe, attracted attention and led to their being discovered. His Worship sentenced each of them to

Our morning contemporary has given some prominence to the unofficial rumours that the Praya Reclamation Scheme is to be carried out in conformity with the views and proposals of the Marine Lot-holders. It may be well to state that nothing official has been received to justify this view, and the matter now stands precisely where the Governor placed it by his remarks in Council. The turn which the scheme is

owners desire this matter to take, may be responsible for the statements now made that they are to have it all their own way. If it should prove to be true that the lot-owners are to be enriched at the expense of the other ratepayers, to the tune of about five million dollars, then this fact ought to stir up the body of ratepayers to oppose still further such an alienation of public property to private persons. This matter, we fancy, has not even yet been

arranged altogether as the owners of the present marine frontage would so strongly desire it to be. As we have all along said other interests have to be considered, and the Courts may give justice, where the Crown halts, and hesitates to do so.

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We have more than once called attention to the apparent if not indeed actual conflict between the statements made in Council by the Governor, and the action of the

Public Works Department, concerning the Separate System of drainage. It is now generally admitted that, while His Excellency states that the whole question is to be sent Home—one side of the case has gone to London long ago—to be decided upon by the Crown Advisers and experts, the System is being even now enforced by the Public Works Department. One reason for this anomalous state of things is alleged to be that, in new buildings, it is well t

make thing ready for the new system ; and this is being done by a very 'free' interpretation of the Sanitary By-laws. Now apart from the unseemliness of enforcing a system that has not been sanctioned by the Crown in any way, we understand that but little advantage is gained by thus preparing for a possible contingency. The cost and trouble of putting in a drain into a house after it is built or during its construction will not be much more than if drainage were provided for erections to construction.

while the drains, as we have repeatedly mentioned, can be of no possible service until the main drain is ready to receive the sewage. So far as the preparation of the main drain-pipes are concerned, this may not be so ridiculous as the enforcement of the unauthorized system in private buildings, because the system which will meet with approval at Home will most probably apply the Separate System to one or more of the Districts. The approval of Mr.

Cooper's crude scheme, however, is not to be expected, in view of the innumerable defects in it which have already been pointed out. Many other defects could be shown, and were eagerly looked for from a leading resident, but as yet they are neither before the Government nor the public. People talk much of the desirability of engaging an expert at Rome in the interests of property holders, but property owners do not move. We have heard

suggested that an expert like Mr. Ober-  
Chadwick should again be sent to Hong-  
kong to report upon our new conditions and  
this latest proposal; but we fancy that the  
decision will probably be arrived at upon  
no other basis than that furnished by the  
report of Mr. Cooper, and the rival report  
of Mr. F. K. Leigh. May's the pity.







